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7. The air induction system of claim 1 wherein one of said at least two driving modes comprises a sport-driving mode and one of said at least two driving modes comprises a normal driving mode.

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8. An air induction system comprising:  
an air induction body;  
a speaker disposed adjacent said air induction body;  
a control unit in communication with said speaker, having at least two modes of noise attenuation signal generation;  
a memory unit storing driving mode information that assists said control unit in the selection of one of said at least two modes of noise attenuation signal generation;  
an engine speed sensor communicating engine speed data to said control unit;  
and  
an engine load sensor communicating engine load data to said control unit wherein said control unit selects one of said at least two modes of noise attenuation signal generation based on a comparison of said engine speed data and said engine load data and data stored in said memory unit.
9. The air induction system of claim 8 wherein said driving mode information comprises data relating at least one mode of noise attenuation to said engine speed data.
10. The air induction system of claim 9 wherein said driving mode information comprises data relating at least one mode of noise attenuation to said engine load data.
11. The air induction system of claim 9 wherein said driving mode information comprises data relating at least one mode of noise attenuation to said engine load data and said engine speed data.
12. The air induction system of claim 8 wherein one of said at least two driving modes comprises a sport-driving mode and one of said at least two driving modes comprises a normal driving mode.

13. A method of noise attenuation comprising:  
determining engine speed data;  
determining engine load data;  
selecting one of at least two modes of noise attenuation signal generation based on the determined engine speed data and engine load data; and  
generating a noise attenuation signal from the selected mode.
14. The method of claim 13 wherein one of the at least two driving modes comprises a sport-driving mode.
15. The method of claim 13 wherein one of the at least two driving modes comprises a normal driving mode.
16. The method of claim 13 wherein one of the at least two driving modes comprises a sport-driving mode and one of the at least two driving modes comprises a normal driving mode.
17. The method of claim 13 wherein the selecting one of at least two modes of noise attenuation signal generation comprises comparing the determined engine speed data and engine load data with engine speed data and engine load data related to each of the at least two modes of noise attenuation signal generation.

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